

#### ABOUT ASPHALT.

The resolution in regard to asphalt in the board of public works is a good move—if it only keeps moving.

Years ago when the wood paving job was on and the property holders being plundered to line private pockets, the JOURNAL was advocating asphalt pavements and begging the city to examine into the matter. We made an arrangement with the government engineer in charge of the streets of Washington, an able officer of the army engineers, to give any committee or officer of the city all the facts and data at his command. But we could not get the then city government nor any succeeding one to take the matter up. Then there was no Barber monopoly of asphalt.

But when the wood swindle had completed its run and the people got ready to have another round at helping syndicates, the asphalt monopoly had been organized, and then Kansas City got asphalt pavements. And we must have more of them because for level grade and residence streets it is superior to any kind of pavement now laid.

And again we tell the people and the city authorities that there are other asphalts than the one available, and if the city wants to know the facts they can get them at Washington, where several thousand yards of Bermudez asphalt has been laid and where those who control it can be found. This information is free, and if some of our city politicians can get in with that company two birds may be killed by the one stone—help a party worker and get pavements a little lower—until the two form a trust at least.

All that is needed in this matter is for city authorities to make an effort in good faith to give us cheaper streets, and it can be done. But when a city of taxpayers vote to fasten such charter conditions as we now have upon their necks the prospect to have anything done for their protection is somewhat doubtful. Those charter amendments are a lovely thing for hard times—are they not?